

Another Gill Netter.
The fleet of gill netters has been augmented by the arrival of another one of the lake fleet, the little steamer Harold. The craft is about 35 foot long, of the regular flat top type and is commanded by Capt. Knute Palsen, who has removed his family here. He has invented a lifting device for hauling in nets. The little craft made her first lift day before yesterday, securing 800 pounds.

Arrived at Portland.
Capt. John Doggett arrived from Gloucester Tuesday with the fishing schooner Olympia, which he is to employ in the halibut fishery. The schooner is a fine looking craft of 77 tons, built at Essex, Mass., in 1899. Capt. Doggett is one of the best known fishermen sailing out of this port, and will doubtless do well in his new venture.—Portland Argus.

How Pearls Are Obtained.
The value of the pearl output from the Persian Gulf averages about \$12,000,000 annually. The divers are chiefly Arabs who are capable of remaining under water about three minutes at a time, but are nearly suffocated when they reach the surface. The limit of endurance for the sturdiest is about five years. Most of them become deaf even in that short period. Fourteen hours a day are exacted by their masters for this work, and during that time the divers take no food, but keep up their vitality by drinking coffee.

Foreign Mackerel.
A very light demand prevails for imported mackerel, with prices favoring buyers and orders chiefly of a hand-to-mouth character. Norways and Irish are both easier, and No. 1 Norways have been offered freely at \$29. Some advices from Norway state that the market there is freely supplied and that there is pressure by shippers to sell goods. The latest report on Irish salt mackerel from Liverpool by cable of March 8 says: Fishing very poor.—Fishing Gazette.

Halibut Sold.
The small lot of halibut of sch. Titania sold to the American Halibut company at 14 cents per pound for white and 10 cents for gray.

The Pacific Halibut Market.
Extensive fluctuation and a considerable decline in prices towards the close of the month characterized the Seattle halibut market during February. With the settlement of the strike, the steamer fleet went into commission again, some steamer fish began to arrive and there were signs of other and better trips to follow. On this account and in view of the fact that much of the box fish arriving from Alaska was of inferior quality, owing to a delay in shipment due to the annual overhauling of the Alaska steamers, the market broke, dropping in four weeks from 11 cents to 5 3-4 cents.

A striking feature of the spring and winter season has been the total absence of halibut from the Cape Flattery banks, in previous years the best winter grounds. As a result the vessels have been fishing on summer grounds, with a considerable transportation handicap and other weather difficulties.—Pacific Fisherman.

Provincetown Fishermen Going to the Pacific.
The Pacific Coast Codfishery Company is bringing 30 codfishermen from Provincetown, Mass., to man its schooners, John A. and Charles R. Wilson, this season, says the Pacific Fisherman. This plan has been tried before to remedy the shortage of fishermen on this coast, but has not been altogether successful, owing to the fact that few real fishermen were secured. The Pacific Coast Company has been exceptionally careful in the selection of their men and expect to have no difficulty.

Mar. 21.

BOTTOM DROPS OUT OF MARKET

Haddock Sold As Low As \$1.50 at T Wharf This Morning.

With the approach of the end of the Lenten season, the bottom seems to have dropped out of the fresh fish market, and prices for the past few days have taken quite a drop.

Arrivals at T wharf, Boston, since yesterday, include two steam trawlers and 23 sailing crafts. Most of the fish is haddock, however, with some cod and a few hake and pollock.

The off shores in are sch. Moanam, 68,000 pounds, and the steam trawlers Surf, 30,000 pounds, and Ripple, 33,000 pounds.

Wholesalers paid \$1.50 to \$2.75 a hundred weight for haddock, \$3.50 to \$4 for large cod, \$2.50 for market cod, \$3 to \$5 for hake and \$3 to \$4.25 for pollock.

Boston Arrivals.
The fares and prices in detail are:
Str. Surf, 28,000 haddock, 1400 cod, 2300 lemon sole.
Str. Ripple, 27,500 haddock, 1700 cod, 5500 lemon sole.
Sch. Manomet, 10,000 haddock, 1000 cod, 6000 hake.
Sch. Evelyn M. Thompson, 7000 haddock, 1800 cod, 5800 hake.
Sch. Yankee, 4500 haddock, 700 cod.
Sch. Helen B. Thomas, 4500 haddock, 1500 cod.
Sch. Moanam, 55,000 haddock, 8000 cod, 5000 cusk, 200 halibut.
Sch. Jessie Costa, 12,000 haddock, 5000 cod.
Sch. Eleanora DeCosta, 14,000 haddock, 2800 cod, 3000 hake.
Sch. Stranger, 10,000 haddock, 1000 cod.
Sch. Flavilla, 4000 haddock, 600 cod.
Sch. Galatea, 4000 haddock, 700 cod, 1500 hake.
Sch. Motor, 4500 haddock, 100 cod.
Sch. Edith Silveria, 16,000 haddock, 300 cod.
Sch. Rita A. Viator, 3000 haddock, 300 cod.
Sch. Eva and Mildred, 2000 haddock, 500 cod.
Sch. Tecumsah, 1000 haddock, 1000 cod.
Sch. Clara G. Silva, 3500 haddock, 400 cod.
Sch. Dixie, 3500 cod.
Sch. Pearl, 3000 cod.
Sch. Olivia Sears, 900 cod.
Sch. Ignatius Enos, 400 cod.
Sch. Elizabeth W. Nunan, 7000 haddock, 3000 cod.
Sch. Actor, 1000 haddock, 5000 cod.
Sch. Matthew S. Greer, 13,000 haddock, 3000 cod, 2500 hake.
Haddock, \$1.50 to \$2.75 per cwt.; large cod, \$3.50 to \$4; market cod, \$2.50; hake, \$3 to \$5; pollock, \$3 to \$4.25.

MANY FOR TRIP AROUND HORN

It's surprising how many men want to make a voyage round Cape Horn in the auxiliary schooner Knickerbocker that will leave Long wharf Boston, in a few days for Puget Sound. Capt. Lathagee is overwhelmed with applications, and nearly all those who would be so venturesome are willing to go gratis.

Some of the applicants are well-to-do and seek experience. Others are hard up and see a chance for three months' board and lodging. Then there are men who would like to go west, and see in the Knickerbocker opportunity to get there without paying for transportation, though it will be a matter of 12,000 miles of ups and downs instead of about 3000 by the overland route.

The Knickerbocker has signed a crew of 14, all experienced sailors, engineers or navigators, and wages promised are higher than union rates.

Halibut Sale.
The 2000 pounds of halibut of sch. Claudia sold to the American Halibut Company at 13 1-4 cents per pound for white and 10 cents for gray.

Mar. 21.

SHIP FISHERMEN TO WEST COAST

Capt. Joseph Bonia Expects to Take 61 With Him Today.

Only Four From Here—Rest Signed In Boston—Captain Admits Men For New England Fish Co. Halibut Crafts—Telegram Here Warns Fishermen Strike There Still On—Pacific Men Hold Out For Union Recognition.

Capt. Joseph V. Bonia, formerly skipper of the sch. Fannie A. Smith, and one of the best known mariners out of this port, who returned from the Pacific coast a few days ago, where he went to look over the fisheries field, has shipped a large number of fishermen from this coast who will leave this afternoon for the Pacific to engage in halibuting. Most of the men secured were shipped in Boston.

Capt. Bonia, after looking over the situation on the west coast immediately telegraphed on to his agents here for men and it is understood that quite a number had been shipped when he arrived in the east. According to Capt. Bonia who was seen by a Times representative just as the captain was to leave on the 10.20 train for Boston this morning 61 have signed, although but four are from this port, the others having shipped in Boston.

Says He Will Take Big Crew.
Capt. Bonia does not expect that all will go as several will probably back out at the last moment he says. He is confident of having a large crew, however, when the train pulls out of Boston at 4 o'clock this afternoon for the west. The destination of the men is a secret he says, although he admitted that the fishermen were to be employed by the New England Fish Company and would be distributed at points along the north-west coast. When asked about the lay on which the men were going he said that was also a secret.

The fishermen secured here are Nick O'Brien, Michael Kelly, Maurice Bonia, a brother of Capt. Bonia and P. Bruce.

Warn Fishermen by Telegram.
Having received news that eastern fishermen are bound to the Pacific coast, the following telegram has been received from Vancouver to the Times:

Vancouver, B. C.,
March 20, 1913.

Editor Times,
Gloucester, Mass.
Reported men coming to break strike of halibut fishermen. Please notify fishermen strike not settled. New England Company refuses settlement and trying to bring in scabs. Other companies settled. Company cannot get men on this coast. Warn men what's doing.

RUSSEL KEARLEY,
Halibut Fisherman.

Late Developments in the Situation.
Speaking of the recent difficulties between the New England Company and the fishermen, the Pacific Fisherman in a Vancouver, B. C., dispatch, says, under date of March 10:
"The latest development in the strike situation is the offer made by the New England Fish Company to pay fishermen in its employ one and a half cents a pound on their catches. Recognition of the union, the principal bone of contention, is withheld by the company and a firm determination is shown not to recede from the stand taken with regard to non-employment of union labor exclusively.
"The striking fishermen express their intention of holding out for recognition of the union, stating that the issue with them is not a question of wages but of principle. They ask for a closed shop.
"In the company's announcement it is stated that the schedule of one and a half cents a pound will be maintained all the year and that preference will be shown former employees.
"As an indication of the New England Company's attitude the halibut steamer Kingfisher was sent north two weeks ago manned with a crew of fishermen brought from the Atlantic seaboard. Other boats similarly equipped are expected to be put into operation again within the next few days."

The Ice Report.
As telegraphed by the superintendent signal service, Quebec, to the Halifax, N. S., board of trade, March 17.
Fame Point—Light open ice everywhere.
Heath and Money Point — Heavy close packed everywhere.
Magdalen Islands—Heavy open everywhere.
Flat Point—No ice.
Cape Race—Dense fog.

Record for Boxing Halibut.
The crew of the halibut fishing schooner Victor & Ethan, formerly of Boston, set a new record for boxing halibut while at Ketchikan recently. Working on a wager they boxed 165 boxes of fish in three hours and fifteen minutes.

New Fish Company Organized.
The Oceanic Fish Product Company has been incorporated in San Francisco, with a capital stock of \$250,000, by E. L. Brune, O. K. Grau, and E. Chlopek.

Halibut at Portland.
Sch. Hattie L. Trask was at Portland yesterday with 4000 pounds of fresh halibut, which sold at that port. Her salt cod fare will be brought here.

Herring Plentiful in Alaska.
Herring are said to be unusually plentiful in Alaska this spring especially in the vicinity of Klawack.

Mar. 21.

CLAUDIA HAD GOOD FISHING

Home From Georges Hand- lining With 40,000 Lbs. of Salt Cod.

With the largest Georges handline fare of the season, sch. Claudia, Capt. Andrew Govereau, is here this morning hauling for 40,000 pounds of salt cod and 2000 pounds of fresh halibut besides.

Capt. Govereau caught his trip in the shoal water where Capt. Martin J. Welch of sch. Lucania took his mammoth fresh cod fare several days ago. The craft struck some hard weather out, coming home minus her cable and two anchors.

The gill netters had a fair day yesterday, the receipts of the little fleet being about 40,000 pounds. The best fare was that of steamer Water Witch, which had 5000 pounds. About three-fourths of the day's receipts was haddock.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Claudia, Georges handlining, 40,000 lbs. salt cod, 2000 lbs. fresh halibut.
- Str. Ibsen, gill netting, 1500 lbs. fresh fish.
- Str. Lydia, gill netting, 1850 lbs. fresh fish.
- Str. Quoddy, gill netting, 1200 lbs. fresh fish.
- Str. Carrie and Mildred, gill netting, 1250 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 700 lbs. fresh fish.
- Str. Nora B. Robinson, gill netting, 2800 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 600 lbs. fresh fish.
- Str. Nomad, gill netting, 2000 lbs. fresh fish.
- Str. Enterprise, gill netting, 1500 lbs. fresh fish.
- Str. Dolphin, gill netting, 1200 lbs. fresh fish.
- Str. Venture, gill netting, 800 lbs. fresh fish.
- Str. Hope, gill netting, 850 lbs. fresh fish.
- Str. Hugo, gill netting, 525 lbs. fresh fish.
- Str. Sunflower, gill netting, 1500 lbs. fresh fish.
- Str. Swan, gill netting, 600 lbs. fresh fish.
- Str. Evelyn H., gill netting, 1050 lbs. fresh fish.
- Str. Ethel, gill netting, 2000 lbs. fresh fish.
- Str. Mary L., gill netting, 750 lbs. fresh fish.
- Str. Gertude T., gill netting, 1650 lbs. fresh fish.
- Str. Nashawena, gill netting, 1800 lbs. fresh fish.
- Str. Water Witch, gill netting, 5000 lbs. fresh fish.
- Str. Harold, gill netting, 650 lbs. fresh fish.
- Str. Mystery, gill netting, 900 lbs. fresh fish.
- Str. Medomak, gill netting, 2500 lbs. fresh fish.
- Str. R. J. Kellick, gill netting, 2400 lbs. fresh fish.
- Str. Joanna, gill netting, 500 lbs. fresh fish.
- Str. Lorena, gill netting, 1200 lbs. fresh fish.
- Str. Sawyer, gill netting, 2500 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 3000 lbs. fresh fish.
- Str. Mary F. Ruth, gill netting, 800 lbs. fresh fish.
- Str. Philomena, gill netting, 1500 lbs. fresh fish.

Vessels Sailed.

- Sch. Arethusa, haddocking.
- Sch. Clintonia, haddocking.
- Sch. Paragon, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

- Handline Georges codfish, large, \$5.25 per cwt.; medium, \$4.75; snappers, \$3.25.
- Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
- Eastern halibut codfish, large, \$4.75; mediums, \$4.25.
- Georges halibut codfish, large, \$4.50; mediums, \$4.
- Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
- Pollock, \$1.50.
- Hake, \$1.50.
- Haddock, \$1.50.

Fresh Fish.

- Splitting prices:
- Haddock, \$1.10 per cwt.
- Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
- Western cod, large, \$2.25; mediums, \$1.86; snappers, 75c.
- Peak cod, large, \$2; medium, \$1.75; snappers, 70c.
- All codfish not gilled, 10c per 100 pounds less than the above.
- Hake, \$1.15.
- Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
- Dressed pollock, 80c.; round, 90c.

Bank halibut, 12c per lb. for white and 9c for gray.

Fishing Fleet Movements.

Schs. Arkona and Gladys and Nellie were at Liverpool, N. S., Monday and cleared for fishing.

Mar. 22.

Vessel Sold

Sch. Lizzie M. Stanley, owned by Capt. Joshua W. Stanley, has been sold to Newfoundland parties. The Stanley is 124.57 tons gross and was built at Essex in 1901.

Looking For Halibut.

The International Fisheries Company of Tacoma has stationed a buyer at Petersburg to negotiate directly with the fishermen for handling their halibut.

Thinks of Building.

Andrew Weiding, formerly president of the Weiding & Independent Fisheries Company, is said to be constructing a schooner for the halibut trade.

Coming Here With Cured Fish.

Sch. Laura and Marion is at Bass Harbor, Maine, waiting a favorable opportunity to sail for this port with a load of dry fish.

Mar. 21

SOUTH SEINING FLEET IS SMALL

Early Bunch Will be About 20 Sail— All Gasoliners But Three—First Will Sail March 27.

The early south seining fleet will be very small this year, judging from the present outlook of affairs, probably not more than 20 sail in all. Most of these will be soon on their way to southern waters in search of the elusive mackerel.

Capt. John Matheson, who will again command sch. Saladin, will probably be the first to get away. Capt. Matheson will take aboard his stores next Monday, and expects to be ready about Thursday, the day after the Master Mariners' banquet.

Capt. Solomon Jacobs, who will go in sch. Romance, wants to get away early, and will probably follow Capt. Matheson, while several are planning to leave about the first of April or thereabouts.

Capt. Martin L. Welch will make one more haddocking trip in sch. Lucania, and then will change over to seining. Sch. Frances S. Grueby, Capt. Enos Nickerson, will also fit later.

The fleet scheduled to go southward early will consist of the following crafts:

- Sch. Saladin, Capt. John Matheson.
- Sch. Corona, Capt. Wallace Parsons.
- Sch. Romance, Capt. Solomon Jacobs.
- Sch. Ralph L. Hall, Capt. Frank Hall.
- Sch. Arthur James, Capt. Archie Devine.

Mar. 22.

Romans Now An Oil Burner.

The steam trawler Romans of the Columbia Cold Storage Company has been sent back from Esquimalt, fitted with oil burners and generally overhauled. This is said to be the first vessel in the halibut trade of British Columbia to be fitted with oil burning engines, and her tests are looked forward to with interest. She made a trip to Seattle before coming to New Westminster, B. C. under Captain Frederickson and complete satisfaction is reported. The vessel has left for the Queen Charlotte Islands to ply in the halibut banks there.

Big Increase In Fish Eating.

Within the last few years the fish canneries have put upon the market such fine products that the use of fish has become very general even in those places where it is rarely possible to procure fresh fish; and since it is a much less expensive food than meat and second to it in its value as a protein or tissue builder (and proteins are the only food that can do this work of building the tissues of the body) its importance as a food can hardly be overestimated.—Woman's Home Companion.

- Sch. Monarch, Capt. John Vautier.
 - Sch. Eglantine, Capt. George G. Hamor.
 - Sch. Mary E. Harty, Capt. John Seavey.
 - Sch. Marguerite Haskins, Capt. Reuben Cameron.
 - Sch. Constellation, Capt. Charles Maguire.
 - Sch. Lottie G. Merchant, Capt. Ralph Webber.
 - Sch. Victor, Capt. John W. McFarland.
 - Sch. Veda M. McKown, Capt. Lewis Carritte.
 - Sch. Pinta, Capt. Douglass McLean.
 - Sch. Lucania, Capt. Martin L. Welch.
 - Sch. Frances S. Grueby, Capt. Enos Nickerson.
 - Sch. Rob Roy, Capt. Lemuel Firth.
- All of these vessels, excepting schs. Romance, Ralph L. Hall, Lucania are fitted with gasoline auxiliary power.

Mar. 22.

NEWS FROM THE SEALING FLEET

Flashes from the sealing grounds of northern Newfoundland announced that the wooden sealing steamer Kite had been frozen in solidly at Catalina, which is in the vicinity of Bonavista. This marks the putting out of commission with 10 days of none less than four sealers, and seriously cut into the total catch of seals for the year.

First, the Labrador was wrecked on the western coast of the Ancient Colony; then, on Friday, last, the Lloydson met a similar fate near Channel, shortly after starting north; the Beothic and Bellaventure collided the same day after leaving St. John's, the Bellaventure being so severely damaged that she had to abandon the voyage and will be disabled some time, while less than half a week later comes the news that the Kite, the smallest boat in the entire fleet, is frozen fast out of range of the seal herds, her great complement of hunters being powerless to share in the killing, which is the sole topic of interest in Newfoundland during March and April. The Kite is owned by Bowring Brothers (Red Cross line).

Other sealing news reaching Halifax was a wireless from Captain J. A. Farquhar, the veteran captain commanding the Seal, to his son, J. G. Farquhar. He reported that she was steaming near the Magdalen Islands towards the seals, and adding that the ice was packed in sheets and that the Seal was slowly working her way toward the quarry.

Mar. 21.

RAMMED VESSEL AT TOP SPEED

An Odd Accident to Halibut Fishing Vessel at Kechi- can Recently.

The halibut fishing schooner Shamrock of Seattle, Capt. Fred Snedeker, was rammed at Ketchikan March 3, by the fishing schooner Puritan of Tacoma, Capt. Angus McLean, and all but sunk. The Puritan at top speed literally climbed aboard the Shamrock before her headway could be checked, badly damaging her. Members of the crew of the Shamrock leaped into the water, narrowly escaping death or serious injury in the collision. The accident is attributed to failure of the reverse gear of the Puritan's engine to work properly.

The Shamrock is owned by Capt. Snedeker and R. P. Walker of Seattle. She had been in the North about two weeks at the time of the accident. Owners of the Shamrock have libelled the Puritan for \$4,000, as a result of the accident and the great damage sustained by their vessel.

The Flying Fish's Flight.

The old proverb of the flight of flying fish has been revived by William Allingham. Naturalists usually explain that the propelling force is entirely the action of the powerful tail before the fish leaves the water, and that the only part played by the "wings"—or enlarged and winglike pectoral fins—is to serve as parachutes for somewhat extending the leap. They believe that this satisfactorily accounts for the observed flights of a few rods to 200 yards or more. It appears, however, says the Chicago Tribune, that many seamen claim that the passage through the air is a real flight, the wing fins being kept in rapid motion, and that the fishes have a birdlike power in changing their course in air, one having been seen to turn as much as 60 degrees to avoid collision with a vessel's rigging.

Will Try Trawling.

Capt. Charles Olma of the codfishing schooner Vega, will undertake an innovation in codfishing this season, for on arrival at the Bering Sea banks the Vega will place out set lines or trawls, similar to those now used for halibut fishing. It has always been the custom in the Bering Sea codfishing fleet to use a double hand line and old time codfishermen are rather skeptical of Capt. Olma's plan. If successful it would however prove more advantageous than the present plan.

New Pacific Halibut Concern.

A new halibut fishing concern, the S. E. R. Fish Co. composed of Chris Endriesen of Aberdeen; F. B. Shattuck and Thomas Randles of Seattle, expect to have three schooners in the field in a short time. The old sealer Zella May has been purchased, remodelled and power and two 90-foot Gloucester model, cutaway-forfoot schooners are to be constructed.

Mar. 22.

Get Another Eastern Skipper.

Capt. Angus Matheson is to command the three-masted schooner Charles R. Wilson of Seattle in the Pacific salt codfishery the coming season, and left Provincetown for the West, March 8.

Gone Out in Sch. Arethusa.

Capt. Joshua W. Stanley is in command of sch. Arethusa for a haddocking trip. Capt. Clayton Morrissey, her regular skipper, is remaining ashore on account of illness of his wife.

Portland Fish Notes.

- Sch. Lochinvar, 10,000 lbs. mixed fish.
- Sch. Edmund F. Black, 11,000 lbs. mixed fish.

Fishing Fleet Movements.

Sch. Richard arrived at Halifax Wednesday last and cleared for fishing.

Schs. Arkona and Gladys and Nellie arrived at Liverpool Monday last and cleared for fishing.

Sch. Athlete arrived at Sherburne Tuesday last and cleared.